PATENT

REMARKS

In this paper, claim 1 is currently amended. After entry of the above amendment, claims 1-20 are pending.

The applicant appreciates the allowance of claims 6-20.

Claims 1-5 were rejected under 35 U.S.C. §102(b) as being anticipated by Lai (US 5,570,760). This basis for rejection is respectfully traversed.

Claim 1 has been amended to clarify that the brake force adjusting mechanism sets a maximum braking force communicated from the braking device to the hub shell. Lai discloses a hub brake for bicycles wherein a brake block (10) engages a conical recess (301) in a hub (30) to apply a braking force to hub (30). A driving screw (21) controlled by a control arm (24) is used to press brake block (10) into conical recess (301). An adjusting nut (23) is used to set the initial position of driving screw (21), and hence brake block (10), more toward conical recess (301) to accommodate wear of brake block (10). There is no limit to the braking force applied to hub (30) by brake block (10) in response to the rotation of control arm (24). Thus, Lai neither discloses nor suggests the subject matter presently claimed.

Claims 1-5 were rejected under 35 U.S.C. §102(e) as being anticipated by Liu (US 2003/0057032). This basis for rejection is respectfully traversed.

Liu discloses a bicycle brake wherein brake blocks (3) expand radially outwardly to contact the inner peripheral surface of a brake drum (1) to apply a braking force to brake drum (1). This is accomplished by rotating a disc (91) that carries abutting sections (941) of a plurality of linking members (94). The abutting sections (941) press against radially decreasing sections of brake blocks (3) to force brake blocks (3) radially outwardly. Radially inward toothed faces (943) of linking members (94) mesh with an engaging gear (932) of an equalizer (93). Equalizer (93) includes radially outwardly extending projections (931) that engage radially inwardly extending projections (922) of a pressure adjustment ring (92) through corresponding springs (6).

In operation, disc (91) is rotated so that abutting sections (941) of linking members (94) press against the radially decreasing sections of brake blocks (3) as noted above so that brake blocks (3) expand radially outwardly to contact the inner peripheral surface of brake drum (1) and produce a first stage braking effect. When disc (91) is further rotated, the reaction force between abutting sections (941) and brake blocks (3) cause equalizer (93) to rotate against the force of springs (6) so that linking members (94) pivot and cause abutting sections (941) to further press brake blocks (3) outwardly to produce a second stage braking effect.

As with Lai, there is no limit to the braking force applied to brake drum (1) by brake blocks (3) in response to the rotation of disc (91). Thus, Liu neither discloses nor suggests the subject matter presently claimed.

Accordingly, it is believed that the rejections under 35 U.S.C. §103 have been overcome by the foregoing amendment and remarks, and it is submitted that the claims are in condition for allowance. Reconsideration of this application as amended is respectfully requested. Allowance of all claims is earnestly solicited.

Respectfully submitted,

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